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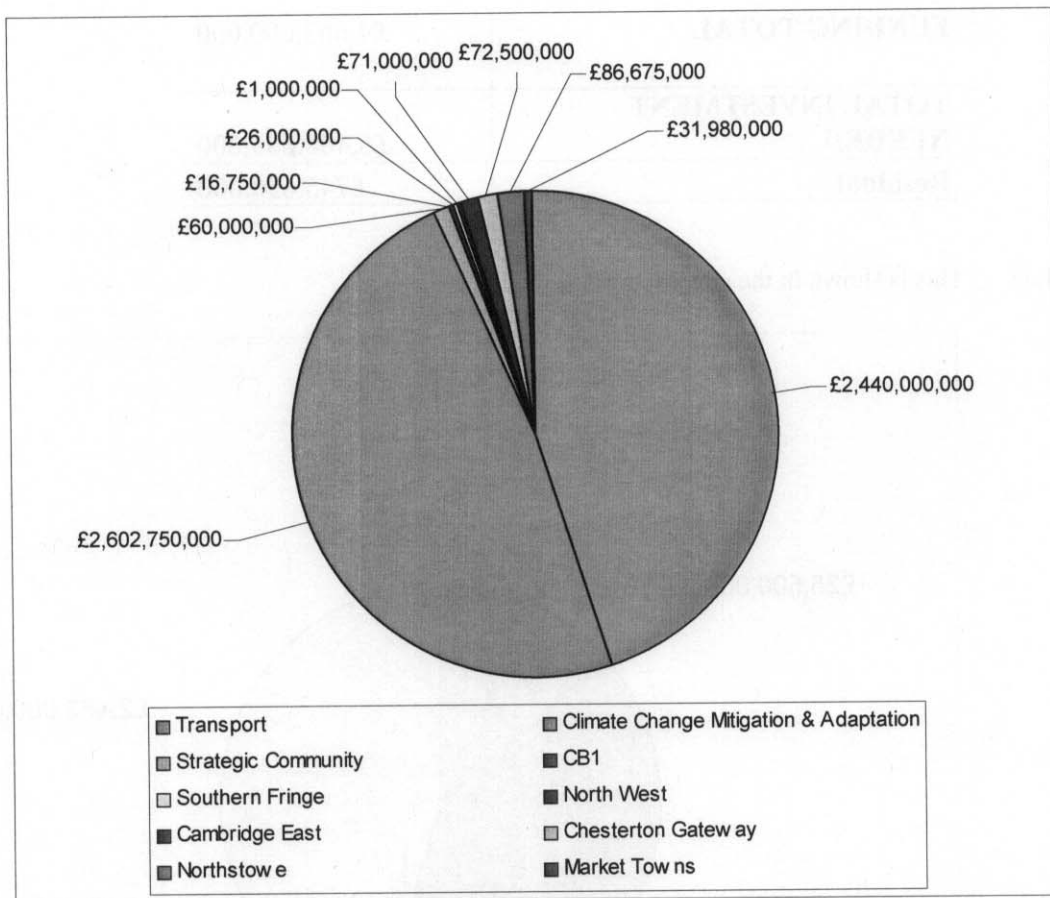
1: Executive Summary

- 1.1 The object of the Integrated Development Programme (IDP) for Cambridgeshire is to consider the goals for Cambridgeshire within the Regional Spatial Strategy (RSS) and Regional Economic Strategy (RES) and to identify and cost, where possible, project-level interventions needed to achieve them. The projects set out are strategic in nature, of greater than district-level impact. Local infrastructure needs are not considered in the IDP, as these are set out in Local Infrastructure Plans.
- 1.2 The purposes of the IDP are:
- To act as part of the evidence base for the Community Infrastructure Levy or Variable Rate Tariff, by updating and widening the scope of the estimates of infrastructure need in the Long Term Delivery Plan;
 - To inform the Cambridgeshire elements of the Joint Implementation Plan for the RSS and RES;
 - To help to forge a stronger connection between the economic and housing ambitions for the County, through joint working with the Greater Cambridge Partnership;
 - To provide a robust evidence base for investment in the key strategic infrastructure priorities up to 2021, which will inform funding discussions with the Homes and Communities Agency, as well as other national funding bids.
- 1.3 The IDP has been prepared by Cambridgeshire Horizons and the Greater Cambridge Partnership, with support from EEDA. It formally covers Cambridgeshire, but also relates to the wider Greater Cambridge functional economic area throughout. This document is structured into three main Parts, each of which is sub-divided into a number of Chapters.
- 1.4 Set out at the start are the two most significant challenges that the growth agenda must address: climate change and the economic downturn. A summary of responses to these interconnected challenges is set out, including innovative funding approaches and projects.
- 1.5 **Part One** presents the evidence and analysis underpinning the IDP. It is concerned with the vision and aspirations for sustainable economic and housing growth in Cambridgeshire 10 2021, and the challenges and opportunities inherent in these. Trajectories relating to both housing and jobs growth are set out in Chapter 3, to provide the context and justification for the packages of projects set out later in the document.
- 1.6 The key targets relating to the IDP are:
- As set out in RSS, Cambridgeshire is to build at least **73,300 net additional dwellings** over the plan period (2001-2021), across the five districts. This is just under 15% of the regional total.
 - Also set out in the RSS is the creation of an additional **75,000 jobs** by 2021, across the five districts. This is approximately 17% of the regional total.

- The regional target for reducing CO₂ emissions **60% by 2031**, which is set out in the RES and embedded in a range of documents for Cambridgeshire. This is extremely pertinent to the delivery of the homes and jobs targets, as well as for a much wider set of activities across the county.
- 1.7 Chapter 4 then analyses the performance of the Cambridgeshire economy in relation to the Treasury-defined drivers of productivity; this provides an important insight into economic growth prospects. Chapter 5 examines the particular character of four distinctive areas within the county: Cambridge, the Ouse Valley, the Fens, and the vicinity of the Newmarket equine cluster.
- 1.8 **Parts Two and Three** then focus on projects required to deliver successful growth. These are structured as packages; groups of linked interventions which together contribute in a substantive way to growth aspirations.
- 1.9 In total, nine packages are identified: three thematic (Part Two) and seven spatial (Part Three), comprising an overall infrastructure investment need of approximately £5.4 billion to 2021. This is divided across the packages as follows.

PACKAGE	COST
Transport	£2,440,000,000
Climate Change Mitigation & Adaptation	£2,602,750,000
Strategic Community	£60,000,000
CB1	£16,750,000
Southern Fringe	£26,000,000
North West	£1,000,000
Cambridge East	£71,000,000
Chesterton Gateway	£72,500,000
Northstowe	£86,675,000
Market Towns	£31,980,000
TOTAL	£5,408,655,000

- 1.10 This is shown in the chart overleaf.



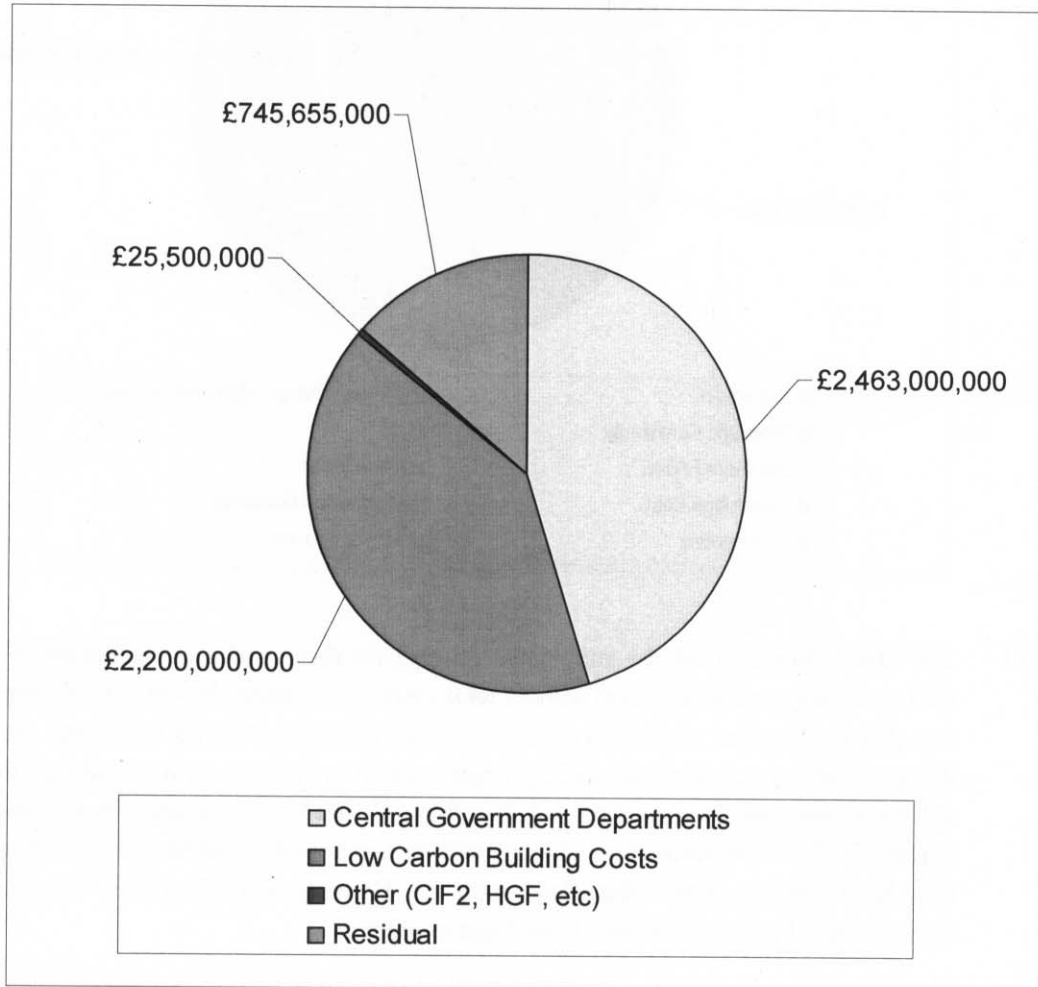
1.11 The table below sets out the anticipated funding for these packages. Upgrades to the trunk road and railway networks form 46% of total costs, to be funded by central government (note that this funding has not been confirmed for all projects). 40% of total costs are incurred through meeting zero carbon building targets, and it is currently anticipated that these costs will be necessitated by regulation and so will largely need to be absorbed by the development industry. 0.5% of infrastructure funding will be met by other public sector funding sources that have already been identified, such as Housing Growth Fund, the Community Infrastructure Fund, and Primary Care Trust investment.

1.12 There is potential for further funding of this kind to 2021, but as Housing Growth Fund for example is allocated over 3 year periods, this is speculative. The residual amount, approximately 14% of the total, does not currently have an identified source of funding. A proportion of this residual will be funded by developer contributions, either by negotiated S106 agreements, the strategic element of a variable tariff or the Community Infrastructure Levy.

SOURCE	FUNDING
Central Government Departments	£2,463,000,000
Low Carbon Building Costs	£2,200,000,000
Other (CIF2, HGF, etc)	£25,500,000

FUNDING TOTAL	£4,663,000,000
TOTAL INVESTMENT NEEDED	£5,408,655,000
Residual	£745,655,000

1.13 This is shown in the chart below.



20: Strategic Market Towns

Summary of Package

- 20.1 The East of England Plan identified that at least 30,800 new homes need to be built in and around the market towns of East Cambridgeshire, Fenland and Huntingdonshire between 2001 and 2021 as part of the growth agenda. Complementing the focus on Cambridge and its environs within the spatial packages, market towns will deliver a significant amount of new housing, as well as improving the economic prospects, aspirations and skills levels within these towns, which is important for the overall economy of the county. Affordability problems are still significant in the more rural areas of the County, as evidenced by the Strategic Housing Market Assessment. The rental market is less significant in the market towns than in Cambridge, and housing growth has not kept pace with household growth.
- 20.2 The eight market towns identified through the planning process for growth are as follows. Approximate housing totals to 2021 are shown in brackets.
- St Neots (2500 units, including at least 1190 on the Loves Farm site)

St Neots' growth will include a large development at the Love's Farm site, where building has already begun, and a longer-term eco-quarter urban extension. However development at St Neots will have significant implications for the A428, which is currently close to capacity. Improvements to the A428 are not currently programmed by the Highways Agency and would be very costly.
 - St Ives (500 units)

The accessibility of St Ives by public transport will be greatly improved in late summer 2009 when the Guided Busway opens, as this will connect it to Huntingdon and Cambridge. The planned A14 upgrades will bypass St Ives, which combined with the CGB should reduce traffic congestion in the town. Recent public consultation has highlighted the appetite for improvements to the Market Hill area. This could boost economic activity in the town centre.
 - Huntingdon (1800 units)

The town centre of Huntingdon is a regeneration priority. A Community Enterprise Centre is proposed in the Oxmoor area as part of this, and public consultation on this is ongoing. The Northbridge site, an urban extension to the North of Huntingdon, will deliver approximately 1050 homes. However the planning application for this site is not currently acceptable to the Highways Agency. The A14 upgrade works will bypass Huntingdon and open up development around the town.
 - Ely (3000 units)

A draft Masterplan has been completed for Ely, identifying a 3000 home urban extension to the north. The town has excellent transport connections, but these have

led to considerable out-commuting. Investment in the station gateway area will be required to boost the local economy. Ely has a significant tourism industry as a result of its historic buildings. Integrating historic elements with new growth will be a challenge.

- March (3000 units)

March is well connected to rail corridors, with frequent services to London. Unlike other Fen towns, it has relatively low levels of out-commuting, due to a range of small business, an industrial estate, and a concentration of public sector organisations in its centre. Fenland District Council, Cambridgeshire County Council and NHS Cambridgeshire have a presence there.

- Wisbech (3100 units)

Wisbech is a regeneration priority. It has historic assets, including an attractive Georgian waterfront, but also high levels of deprivation. A business centre called 'The Boathouse' has been developed, but further investment is needed to progress the regeneration. EEDA has supported this with funding, however the private sector partner in the scheme has pulled out and a replacement will need to be sought.

- Chatteris (1500 units)

Chatteris is a small town of less than 10,000 residents. It lacks a railway link, making it highly car-dependent. There are limited economic opportunities within the town, making out-commuting common. In line with its smaller size and lower range of services, less housing growth is planned for Chatteris, although a particular need for affordable housing has been identified.

- Cambourne (950 units).

A new town planned in the 1990s, Cambourne struggles economically and experiences significant out-commuting. It has excellent road links with Cambridge and surrounding towns, but poor public transport. A high-quality business has been developed on the site, but much of this is not occupied. South Cambridgeshire District Council are anchor tenants. Cambourne requires further work on its economic niche, in order to sustainably accommodate the further housing growth planned.

20.3 This demonstrates that the varying characteristics of each town shape the specific interventions required there. Nonetheless, transport is a key issue throughout, as in order for growth to be sustainable, public and private transport capacity must keep pace with housing. Towns with existing rail connections will be particularly significant in this regard, however major transport upgrades such as the A14 scheme from Ellington to Fen Ditton and the Cambridgeshire Guided Busway will be necessary to release the full amount of growth anticipated.

20.4 Spatial planning has reached different stages for each town. In St Neots, St Ives, Huntingdon and Ely planning permissions are already in place for some housing schemes, whilst other

areas are allocated in local plans. Masterplanning is underway for Ely, Soham and Littleport. Fenland District Council is currently undertaking work on 'Shaping Fenland', examining options for March, Wisbech and Chatteris. Cambourne is a new settlement in South Cambridgeshire, the building of which began a decade ago and now numbers several thousand dwellings. Planning permission is being sought for a further 950 homes there. Cambourne has struggled to develop a viable economic centre to date, resulting in significant out-commuting by car. For it to grow furthering a sustainable manner, additional investment in its economic development will be required.

Overall Costs and Carbon Impact

- 20.5 The strategic projects required to unlock market town developments total £31.98 million. This does not include some economic projects that are at too early a stage to have full details of costs. The new growth and development of market towns will also require investment in new education, community, waste, and local transport facilities. As these are not strategic, they will be captured in the Huntingdonshire District, East Cambridgeshire District and Fenland District Local Infrastructure Plans.

Package Level Risks

- 20.6 If key transport projects do not come forward, market town growth will be severely curtailed. The A14 Ellington to Fen Ditton scheme is a particularly notable example, although given its impact on the growth sites, it has been included in the Transport Thematic Package. The Highways Agency has consulted on a preferred route for the scheme and draft orders are expected in 2009. A public enquiry will follow, with completion programmed for 2015.
- 20.7 The growth of Ely, and other market towns within East Cambridgeshire District, is dependent on the development of a southern link road for Ely.
- 20.8 Insufficient or delayed utilities upgrades could also impede market town growth; the phasing and interdependencies section below gives more details of this.

Map



Source: http://www.cambridgeshirehorizons.co.uk/whats_going_on/

Outcomes

- 20.9 Growth in the market towns of Cambridgeshire will address the imbalance between jobs and homes across the county, improve affordability, and allow towns to become more sustainable local hubs for employment and leisure. For example, the regeneration of Wisbech will deliver substantial improvements to the historic waterfront and create jobs in one of the most deprived areas of the County.

Project List

- 20.10 Note that the A14 upgrades, Cambridgeshire Guided Busway and similar strategic projects are included in the Transport Thematic Package, due to their impact on all growth throughout the County. This list is subject to expansion when further information is available for Fenland and East Cambridgeshire District Councils.

Name of project	Rail Upgrades
Investment Category	Transport
Description	Improvements to St Neots station, area around Ely station, and March station.
Justification	To encourage sustainable transport use in the market towns as they grow, facilitate interchange between modes
Carbon Impact	Neutral CO ₂ Emissions (unknown at this stage)

Delivery Lead	Network Rail
Status	TBC
Comments	
Name of project	Road Improvements (non-A14)
Investment Category	Transport
Description	A1 Buckden Roundabout improvement, A428 Caxton to A1 dualling, A142 Southern Link Road
Justification	Required to reduce congestion, facilitate increased passenger and freight movements on the railway, promote sustainable transport access, and mitigate the traffic impacts of growth.
Carbon Impact	Increased CO ₂ Emissions (likelihood that upgrades will generate additional journeys)
Delivery Lead	Highways Agency
Comments	
Name of project	Bus Improvements
Investment Category	Transport
Description	Improved bus services in the Cambridge to St Neots transport corridor, St Ives to Huntingdon bus priority measures, improvements to the A10 priority public transport
Justification	Promotion of more sustainable transport patterns, reduction in congestion
Carbon Impact	Decreased CO ₂ Emissions (expected to reduce car use)
Delivery Lead	TBC
Comments	
Name of project	HinchIngbrooke Hospital Improvements
Investment Category	Health
Description	Improvements to increase capacity of hospital, including upgrade of maternity wards
Justification	To allow for sufficient healthcare provision to accommodate growth
Carbon Impact	Neutral CO ₂ Emissions (unknown at this stage)
Delivery Lead	NHS Cambridgeshire
Comments	Programmed for March 2009.

Name of project	St Neots Creative Exchange Phase II
Investment Category	Economic Development
Description	Extension to Creative Industries incubator
Justification	Creative Industries are a priority sector in Huntingdonshire and Greater Cambridge. Phase I of the development is taking tenants already
Carbon Impact	Neutral CO ₂ Emissions (unknown at this stage)
Delivery Lead	Huntingdonshire District Council
Comments	

Name of project	High Value Manufacturing (HVM) campus and relocation of Huntingdonshire Regional College
Investment Category	Economic Development
Description	HVM campus incorporating HVM units alongside relocated Huntingdonshire Regional College at Hinchingsbrooke
Justification	HVM is a key sector in Huntingdonshire. The college will offer HVM related training courses
Carbon Impact	Neutral CO ₂ Emissions (unknown at this stage)
Delivery Lead	Huntingdonshire District Council
Status	Feasibility study required
Comments	

Name of project	Wisbech Innovation Park
Investment Category	Economic Development
Description	Low carbon innovation park in south west Wisbech employment area
Justification	Parcel of land adjacent to existing employment land and A47. Currently low availability of start-up facilities in Wisbech
Carbon Impact	Neutral CO ₂ Emissions (unknown at this stage)
Delivery Lead	Fenland District Council

Comments	
Name of project	Lancaster Way Business Park
Investment Category	Economic Development
Description	Extension to existing successful park
Justification	Existing park reaching capacity. New investment needed in Ely to attract businesses and reduce high levels of out-commuting
Carbon Impact	Neutral CO ₂ Emissions (unknown at this stage)
Delivery Lead	East Cambridgeshire District Council
Comments	
Name of project	Octagon Business Park
Investment Category	Economic Development
Description	Development of new business park on edge of Ely
Justification	Need to attract more businesses to Ely to maintain housing growth
Carbon Impact	Neutral CO ₂ Emissions (unknown at this stage)
Delivery Lead	East Cambridgeshire District Council
Comments	
Name of project	Elean Data Centre Campus
Investment Category	Economic Development
Description	Improved utilities servicing of the site and expansion of the site to create data centre campus
Justification	Opportunity to develop existing employment site
Carbon Impact	Neutral CO ₂ Emissions (unknown at this stage)

Delivery Lead	East Cambridgeshire District Council / BNB Developments
Comments	Planning application for data centre due in 2009
Name of project	Marine Sector Enterprise Hub
Investment Category	Economic Development
Description	Enterprise hub for marine sector at port of Wisbech covering 19 acres
Justification	A regional facility encouraging investment from companies from around the east coast. Currently limited supply of riverside land and premises
Carbon Impact	Neutral CO ₂ Emissions (unknown at this stage)
Delivery Lead	Fenland District Council
Comments	Boathouse incubator developed. Brownfield land awaiting development.
Name of project	South Fens Business Centre Phase II
Investment Category	Economic Development
Description	Second phase of development on land alongside existing business centre
Justification	Phase I of business centre fully let. New units needed for follow-on space for business expansion
Carbon Impact	Neutral CO ₂ Emissions (unknown at this stage)
Delivery Lead	Fenland District Council
Comments	At feasibility stage
Name of project	Ramsey Enterprise Centre
Investment Category	Economic Development
Description	New enterprise centre for Ramsey Northern Gateway
Justification	Need to develop units in Ramsey due to current under provision

Carbon Impact	Neutral CO ₂ Emissions (unknown at this stage)
Delivery Lead	Huntingdonshire District Council
Comments	At feasibility stage
<hr/>	
Name of project	Relocation and new build of College of West Anglia
Investment Category	Economic Development
Description	Relocation of College of West Anglia including new buildings in March
Justification	Need for FE facility in March as part of growth of town
Carbon Impact	Neutral CO ₂ Emissions (unknown at this stage)
Delivery Lead	College of West Anglia
Comments	Awaiting funding, planning permission granted.
<hr/>	
Name of project	Fenland Engineering Skills Centre
Investment Category	Economic Development
Description	Development of engineering skills centre at Stainless Metal site, Chatteris
Justification	Need to provide craft priority sector specialist training centres
Carbon Impact	Neutral CO ₂ Emissions (unknown at this stage)
Delivery Lead	Fenland District Council
Comments	Centre being developed

Phasing and Interdependencies

- 20.11 Growth in St Neots may be restricted by lack of capacity on the A428. A report in September 2007 on the economic impact of the Caxton Common to A1/Black Cat Roundabout upgrade²¹ highlighted this dependency. Further development on the Loves Farm site beyond the existing planning permission cannot go ahead without improvements to the A428.

²¹ http://www.cambridgeshirehorizons.co.uk/documents/publications/reference/a428_upgrade.pdf

- 20.12 The Huntingdonshire District Council Local Infrastructure Framework has identified two 'critical' strategic infrastructure projects, defined as projects that would set growth back five years or more if they fail to come forward in expected timescales. These projects are the A14 Ellington to Fen Ditton scheme (by 2015) and reinforcement of electricity grid at Eaton Socon (by 2013). Were these not to come forward, the growth of St Neots in particular would be significantly restricted.
- 20.13 The Wisbech regeneration project will require significant public sector support, as well as a private developer partner. To date support from the Homes and Communities Agency and EEDA has been forthcoming, but if a committed private sector partner is not secured then the project will stall.

	2009	2010	2011	2012	2013	2014	2015	2016
Rail upgrades								
Non-A14 road upgrades								
Bus improvements								
Green corridors								
Hitchingbrooke Hospital improvements								
St Neots Creative Exchange phase II								
HVM campus/HRC relocation								
Wisbech Innovation Park								
Lancaster Way Business Park								
Octagon Business park								
Elean Data centre campus								
Marine Sector enterprise hub								
South Fens Business								

Centre phase II								
Ramsey Business centre								
Relocation and new build of COWA								
Fenland engineering skills centre								

